

## BARBECUE

Bologna white, bologna right, bologna round and brown, United hen is high class cheer in Meats, the best in town. Tenderloin well worth your coin and porterhouse the same, Chickens, lamb, pork chops and ham and any kind of game, Here is the place to feed your face, but you must cook it first, Everything from fall till spring, from fish to "winny" must, Ribs to spare, spare ribs for fair! Liver heart and cheese, Sausage, too and bacon true; in here we aim to please!

We even aim to please you with our ads!

Lon Pierce

## PUBLIC HIGHWAYS

### ROADS HARD ON AUTO TIRES

Yearly Cost to Owners of Cars is Something Like \$1,000,000,000 in Wear.

A great deal has been said and written, in discussing the roads and road building in the United States, about the wear and tear of automobiles on the roads, but a brand-new element seems to have been brought in by the director of roads of the American Automobile association, who suggests consideration of the wear and tear of the roads on automobiles. Automobile traffic now wears out something like 40,000,000 tires a year, costing automobile owners something like \$1,000,000,000; and on the roads as they now are, it can be argued, from data already accumulated, that the tractive resistance, otherwise wear and tear, varies from 20 pounds or less on one kind of road to 300 pounds or more on another. The consumption of gasoline also is said to vary with the character of the road on which an automobile is traveling. The idea is surprising, but it seems not impossible that a considerable part of the cost of building a national system of roads that would produce the least possible wear and tear on automobiles would be balanced by the decreased expense for tires.

### PLAN FOR CUTTING ASPHALT

Method Shown in Illustrations is Time and Labor Saver—Wire Cuts Through Material.

Asphalt is usually shipped in tin barrels. The metal is stripped off and the asphalt rolled up to the stopping board; the wire shown, attached to the winding drum, is passed over and around the asphalt to a piece of pipe under and ahead of the stop board. When the drum is turned it tightens up on the wire and causes it to cut through the asphalt. Kerosene is poured on the wire to make it pass through the asphalt easily.

The barrel shape is first cut in half, then each half is cut into quarters.



Cutting Asphalt Taken From Barrel With a Wire Drawn Through It With a Windlass.

which a man can handle easily. In warm weather asphalt is soft, therefore it cannot be cut or broken with an ax or other tool, so this machine is a time and labor saver.—George C. Peck, in Popular Science Monthly.

### KEEP ON URGING GOOD ROADS

Improved Highways Are Fundamentally Essential to Highest Advancement of Civilization.

We are doing well in acquiring and building roads at present, and our legislation is to be commended for starting this creditable work; but when we find a travelable road going past every farm, through every village, town and city, then will it be time enough to cease talking "good roads." They are fundamentally essential to the highest advancement of our own civilization.

### HELP APPEARANCE OF HOMES

Good Roads Stimulate Farmers to Improve Appearance of Farms and Buildings Thereon.

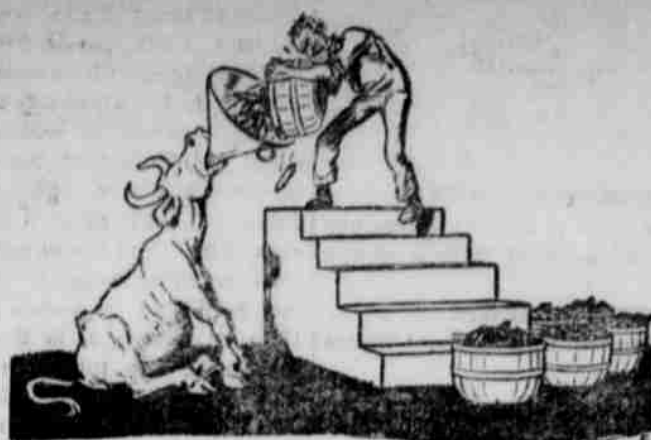
Along improved roads there is a visible tendency for farmers to improve the appearance of their homes and their outbuildings. In fact, the presence of good roads seems many times to stimulate latent self-respect into practical expression. There is no wonder that a hog of well-high impassable mud before one's door should react unfavorably upon the entire family.

### All Share in Good Roads.

Good roads benefit more people than any other public institution. Saint and sinner, man and woman and child, young and old, rich and poor—all have a share in the benefits of good roads.

### Poor Roads Expensive.

Good roads help in transporting farm products. The farmers of this nation are annually losing \$250,000,000 because of their inability to market their produce at certain times of the year.



## Fooling the Feeder

A prime steer could never be made of this critter, even if a carload of corn were funneled down his throat. He lacks something most essential to the making of a high-priced carcass. That "something" is pure blood. For all practical purposes, pedigree is the best feed.

If you've heard of a grade steer's topping the market, it was just because such pure blood as he possessed had *chanced* to get in its work, *chanced* to offset his scrub blood—but it was mere *chance*! With the pure-bred it's a planned certainty.

The pure-breds are the easiest feeders—they use their feed to make prime beef. If you are ready to do your part in efficient feeding, get in touch with some good local breeder and strike hands with him for the upbuilding of your business and of this community.

THE COUNTRY GENTLEMAN, the one great national weekly of practical farming, advises you to do this. Its Editors and contributors travel some 300,000 miles a year to study and write about farming in the United

States. And they declare, as a result of their investigations, that the most hopeful beef practice is that of breeding good steers and feeding them where they are bred.

If you have not yet subscribed for THE COUNTRY GENTLEMAN you owe it to yourself to order now. Only \$1.00 a year for 52 big issues containing the important farm news of the nation; well-tried plans; the best of fiction; strong editorials; good pictures; great cartoons; hopes, helps, and plenty of smiles.

## Texas Heretord Breeders' Association

JOHN LEE, Secretary

SAN ANGELO, TEXAS

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Snyder, Texas